

# The Bismarck Tribune.

Vol. X.

BISMARCK, D. T., FRIDAY OCTOBER 27, 1882.

NO. 21.

## NEWS COMMENTS.

New Pacific stock, 46%; preferred, 93%. Col. Donan has tied up his eagle and gone into the real estate business.

Mike McDonald is Boss in Chicago, Kelly in New York and the Devil in Hell. O-h-o. —Black Hills Pioneer.

The Sioux City artesian well is pumping 249 gallons a minute—four times as much as is necessary to supply the city.

Tom Jones, a popular and very promising young journalist of Fargo and Moorhead, is dead. His remains were sent east to his mother.

The autocratic tone of the Deadwood Times man in the discussion of theatrical matters leads to the suspicion that he may have busted up in the business, sometime or another himself.

It will be remembered that Senator Vest, of Misouri, opposed the admission of southern Dakota last winter, for the reason, as he alleged, that Yankton county had repudiated her honest debt. Now it happens that the county of Lincoln, in the state which is represented by the high moral senator, has repudiated a railroad debt, under aggravating circumstances. Thus doth fate pull down her Vest.

Henry Frederick Shelley, of Newell, Iowa, went to New York, got on a roaring spree married a Miss Evans whom he met at a beer garden, and awoke the morning after the wedding sober. When he discovered that he was married he secured his money, a large sum, and went out ostensibly to get the license filed and hasn't been seen since. The bride is anxious to secure her new husband and his big bill of bills.

The Grand Forks Plaindealer gets in the following centre shot at Mandan: Nothing does so much to drive strangers away from a town as an intercine strife between citizens of different wards. It is to be supposed, of course, that property owners will labor for the improvement of their respective sections, but the silly little-boy fight that so often exists between east-side and west-side, or between upper or lower town, is something that reflects shame and disgrace upon the whole town.

The Grand Forks Herald worked up the lynch case for all it was worth. The advertising man as well the reporters had his whack at it. Thus: "After the negro was taken to the bridge he begged to say one word. He who spoke into the ear of a bystander that his greatest regret was that he could not live to enjoy the benefits of the great sale at the store of —. These were his last words, as a heavy fall was heard, and the mulatto rejoiced that they were all alive and ready to reap the harvest to be had by giving their goods of —" etc.

HILLINA Independent on the late Col. Slavyback: "He was a gentleman of a somewhat chivalric turn of mind, with more pride than courage, and more combativeness than decisiveness. He had often got away with slugs, but unfortunately in this instance the editor was in, and would not stand any foolishness. We are sorry for Slavyback. He meant only to slap the editor's face and obtain a little cheap notoriety as a fighting man, but he made a fatal mistake and paid the penalty with his life. Moral—No man who has but one life at his disposal can afford to attack an editor in his sanctum. Better tackle him with his own weapon, the pen, or let him severely alone."

It has been claimed by the advocates of woman suffrage that the right of women to vote would tend to ameliorate the passions, and purify the character generally, of American politics. The enemies of the measure in disfavor of this claim are bringing up a case which occurred recently in Omaha. The Omaha Bee, whose editor is a Jew, expressed the opinion that "the moment the mental and physical equality of women is admitted, that moment she is one of the greatest safeguards in the protection which is now accorded her as the weaker vessel." The opinion was combated by the Woman's Institute thus:

"Protection—  
Did you say protection—you  
Pitiful,  
Puny,  
Dried up  
Dwarf of a Christ killer?"

## Dr. Wechsler's Lecture.

According to previous announcement Dr. Wechsler, the learned Jewish Rabbi, of St. Paul, delivered a lecture Wednesday eve entitled "What is Preserved Israel Among the Nations of the Earth?" A small audience assembled at the city hall at an early hour, but through the kind invitation of Rev. Mr. Rhodes an adjournment was taken to the Methodist church, where the lecture was delivered. The speaker showed that the singular preservation of the Israelites was owing to several causes. First, the very fact of their dispersion among the nations, instead of causing their disappearance, only served to strengthen the bond of unity and pride of race among them and to keep them separate from other races. Secondly, the fact that they represent a pure monotheism in religion has ever been a powerful racial preservative. Thirdly, their confidence in the special providence of God has always sustained them in all their adverse conditions; and finally, the strict sanitary regulations in the law of Moses have maintained them in health and vigor throughout the ages. The lecturer does not believe that his people will be literally restored to the Holy land, but that the prophecies having reference to that event are to be understood in a spiritual sense. They are now called, he thinks, to a higher mission, in the diffusion of a pure religion of practical benevolence. He is evidently quite progressive in his ideas and takes a stand in favor of that phase of Judaism which coincides with the modern forms of worship and modes of thought. He alluded in touching terms to the sufferings of his brethren in past ages, and more recently in Russia, and expressed his earnest gratitude for the kindness which they have received in this country.

It is to be regretted that the attendance was not larger, as it would have been had more extensive notice been given. The address was interesting and instructive throughout, and worthy of close attention.

## Pulling Charsnips.

A well known politician was out in the country yesterday, and reports three men at work in the Maine settlement pulling a single parsnip. A whopper surely. He made no political discoveries.

## THE NEWS.

### INTERESTING DEVELOPMENTS IN STAR ROUTE MATTERS.

Milwaukee Sensations—Train Wreck in Michigan—The New York Walkers—Military Matters—Agent Tiffany Arrested.

#### The Star Route Briberies.

WASHINGTON, Oct. 29.—The department of justice to-day made public the first part of the report of Special Counsel H. W. Wells, who appeared to aid in the trial of certain criminal offenses alleged to have been committed in the progress of the recent trial of the star route cases, so called. Wells says the affidavits show, if they are to be believed, that members of the jury were offered bribes in money for their votes, which they listened to and considered with persons thus attempting to debase them. And these solicitations, it is alleged, proceeded as well from agents of the government as from officials defending the persons on trial. But Wells says he assumes it can make no difference what agents made disgraceful proposals, and that condign punishment should fall upon the guilty parties. The case of juror Edwin A. Doniphon was first considered. It appears that before the jury was sworn one Fred K. Shaw, a member of the regular panel said to Doniphon that he would take to get on this case, and having been permanently challenged by Merrick for the United States, he abused Merrick. From the affidavit of James Leonard, it appears that immediately after Shaw had testified that he was an impartial juror, and had been elected, he said: "Oh, well, d—n it they will never convict them anyhow, if I was on there I would hang out until he froze over, before they should be convicted." At another time he said he would do anything in the world to save Dorsey. Shaw said to Doniphon, "Look here, I have got a d—n good thing for you, and will make a little myself, too. I have got money in my pocket to give you, if you favor S. W. Dorsey. I have \$200 or \$300 I can give you now, and will make a thousand within ten days." Juror Wm. K. Brown, makes affidavit that he approached on the government, and was offered \$2,500. "The man," says Brown, "was a member of my lodge." I believe he did not know what he was doing. His word was Arthur Payne, colored. He brought me an agreement. He must have thought I was a d—d fool. I said, 'Who sent you to me?' I would like to see the man.' He said his name was Fall. As soon as he said that I was confident they did not intend to give me money, but I did not care what I would say. I drove him away."

#### Diabolical Train Wreckers.

DETROIT, Mich., Oct. 26.—The steamboat express train on the Detroit & Milwaukee road, due at Grand Haven at 1 o'clock this morning, was thrown from the track west of Grand Rapids about midnight. Some murderous wretches had broken into the workmen's tool box, near Berlin, and taken a crowbar and other tools, and selecting a place on a down grade, where on either side was a descent of at least 30 feet, took out a rail, leaving the bolts and nuts beside the track. When the engine struck, the broken place it threw the engine across the cab, and broke the couplings between the tender and the baggage cars, throwing the tender off the rails. The engineer soon regained his lever and shut off steam. The train stopped with the tender dragging on the ties, when the coupling broke and the baggage car, shaker and one passenger coach went over, bringing up against the fence and trees below. Fortunately there were only six passengers, none of whom received more than a few bruises and a shaking up.

#### Milwaukee "Shook Up."

MILWAUKEE, Wis., Oct. 26.—This city is being shaken from end to end—searching for a missing daughter of C. H. Hennecke, a wealthy merchant of this city. The child, aged 11 years, disappeared from school yesterday just before class hours, and the case has developed into a most mysterious case of disappearance or abduction. A reward of \$200 has been offered. The entire police force, post office deputy and a large number of citizens are searching with not the slightest clue as yet. The girl was remarkably bright.

MILWAUKEE, Oct. 26.—Not the slightest clue has been obtained of Maggie Hennecke, who disappeared on Tuesday afternoon. Great excitement prevails in all circles, as the rumor gains common belief that she has been abducted for foul purposes. Her father offers \$500 reward.

#### A Fireman's Death.

NEW YORK, Oct. 26.—Thomas Hangley, aged twenty-six, a resident of Middletown, N. Y., an employee of the Pennsylvania railroad, met with a strange death this morning. He was a fireman on engine 259, attached to a freight train. While putting on air brake coming down the grade the drum head blew out, throwing him from the engine. The train became unmanageable and the cars crashed into each other. A stove in the caboose set fire to five of the cars. Hangley was found dead on the track, his neck having been broken by the fall. The Jersey city fire department extinguished the flames in the burning cars.

#### Rowell in Bad Shape.

NEW YORK, Oct. 27.—The pedestrian store at 1 a.m., stood: Fitzgerald, 431 Noremac, 423; Hughes, 420; Hart, 408; Hiltz, 402; Vint, 374. Rowell's stop was due to irregular action of the heart. He will not be allowed to go on again, though he wants to, saying he is able to win the

race; but his trainer and backers recognize that he is in a serious condition. Hazel left the track on the 412th mile. His knees gave out. Noremac is the favorite with betting men.

#### Why he Left Town.

MILWAUKEE, Oct. 26.—Jno. Heyer formerly member of the firm of Corpeles, Heyer & Co., trunk manufacturers, has disappeared with \$25,000, leaving his family in destitute circumstances. There are rumors that he was criminally intimate with a young woman of the city, and finding himself in trouble he skipped. Heyer is 65 years old and the wife he left behind him is 63 years.

#### Corps Robbed by Indians.

OWEN SOUND, Oct. 26.—A party who returned from the search for the bodies of the Asia victims, report that the pockets of all the dead bodies were robbed of their valuables. In some instances even the shoes were taken off. The Indians in the vicinity have been spending money very freely of late, and evidently benefited financially by the terrible disaster.

#### Military Promotions.

WASHINGTON, Oct. 26.—Promotions in the army consequent upon the retirement of Maj. Gen. Irvin McDowell, were announced by the president to-day as follows: Brig. Gen. J. J. Pope to be major general and Col. Ronald McDowell, Fourth cavalry, to be brigadier general, both promotions to take effect from to-day.

#### Walked Over a Precipice.

COREA, China, Oct. 26.—It is believed that Professor Palmer and party were led to the edge of a precipice and offered the alternative of throwing themselves over or being shot. It is supposed that Professor Palmer leaped over, and Capt. Gill and Lieut. Charrington chose the other alternative, and were put to death.

#### Agent Tiffany Arrested.

NEW YORK, Oct. 26.—J. C. Tiffany, formerly Indian agent in Arizona, was arrested this afternoon, charged with conspiracy to defraud the government of upwards of \$6,000 through embezzlement and perjury. There are five indictments. Tiffany gave bail in \$6,000 for examination.

#### The Earthquake as a Revivalist.

NEWBERNE, N. C., Oct. 26.—An earthquake shock was felt here and in the neighboring towns last evening. Houses were violently shaken, and a loud rumbling noise was heard. The negroes, terror-stricken, fled to the fields and prayed for hours.

#### Fire in Portland, Oregon.

SALEM, Ore., Oct. 26.—Reed's opera house and hotel, the largest building in town, is burning, and will probably be a total loss.

#### Telegraphic Ticks.

The Hon. John Deffrees, late public printer, died Friday at Berkley Springs, Vermont.

R. O. Storrs & Co., of Dedham, Mass., have failed with liabilities of \$430,000, and assets of \$225,000.

Jas. Carter, of Chicago, committed suicide by shooting. He had two wives who were threatening to give him trouble.

Arthur Payne is under arrest at Washington charged with attempting to bribe Juror Brown, of the star route jury.

The printing and lithographing establishment of August Gast & Co., St. Louis, was damaged by fire Friday to the amount of \$15,000.

Acting Secretary of the Interior Joslyn decides that seven years absence will be considered sufficient proof of a soldier's death in pension cases.

Major R. W. Pittrick, chief engineer of the Mexico & Oriental railway was murdered by Indians in the mountains of Texas a couple of days ago.

A London dispatch says Barry Sullivan, the actor, has consented to be nominated for parliament for his Irish constituency on home rule principles.

A negro uprising is threatened at the Aniston and Alabam furnaces, Decatur, Ala. The whites have organized a military company and are drilling.

Emmanuel Levi, of Petersburg, Va., a large dealer in goods' furnishing goods, and an extensive manufacturer of men's underwear, has failed. Assets and liabilities are not known.

Ida Graves, a nineteen-year-old girl of Maple Valley, Mich., was shot dead Friday, through a window at which she was sitting. A black man on the premises, whose attentions the girl had refused, is thought to be the guilty man, and he has been arrested.

At Hanover, Rock county, Wis., Saturday night, Charles A. Stuart first beat Spence Hiltz, with a pump handle, and then threw a rosin bag over him and set it on fire, Turner dying from his injuries Sunday afternoon. Both men were intoxicated at the time of the trouble.

#### Elevator Tolls.

The Bismarck elevator company have adopted the following schedule of charges:

Two cents per bushel will be charged for elevating, handling and delivering grain through elevator, including storage for first ten days. One-half cent per bushel will be charged for each additional ten days, or a shorter time. Storage will be computed from day of receipt until date of removal of grain. All grain in care or charge of this company will be kept insured against loss or damage by fire, for account of whom it may concern, the charge for which will be one-half cent per bushel for any time up to sixty days, but where grain is removed within ten days of the time of its receipt, only one-quarter cent per bushel will be charged for insurance. To persons shipping large quantities of grain, special rates of insurance will be given, or, if preferred, no charge for insurance will be made against their grain, upon their giving us a written release from liability.

All grain received which requires cleaning to bring it to grade, will be cleaned, the charge for which cleaning will be one-half cent per bushel.

Winter storage will be from the first day of December to the 15th day of May, (53 months) and the charge for winter storage, including insurance, will not exceed five cents per bushel.

To Dealers in Beer, Ale and Porter.

Chas. R. Williams is enlarging his facilities and making all necessary arrangements

## MIDNIGHT FESTIVITIES

### IN PHILADELPHIA MARRED BY A TRAGEDY.

#### Extraordinary Case of Human Cussiness Near Stillwater, Minn.—Interesting Glendale Specials—Other News.

#### A Midnight Tableau and Calamity.

PHILADELPHIA, Oct. 25.—Broad street, between Columbia avenue and Chestnut street, a distance of over two miles, was occupied to-night by 150,000 people anxious to view the night tableaux presented by the Bicentennial Tableaux association; and half as many more were packed along both sides of Chestnut, Market and Broad streets.

PHILADELPHIA, Oct. 26.—An accident occurred at the fireworks exhibition in the park last night resulting from the bursting of iron shells in a large mortar before they had been shot from it. Thus five score people died from their injuries and one died from heart disease superinduced by unnatural excitement at the time. The following persons were killed: Mrs. Mary Ann Coakley, aged 20; John Conroy, 75; Isabella Sailler (colored) 29; Howard Scudder; Miss Thompson (colored) 19; Dorothy L. Moller 7; William Simmers 13, died from heart disease. The wounded are Henry Bowen, 35, his arm amputated at the shoulder, also fractured; Albert Vettet, 35, his right arm and shoulder fractured—will probably die; Mrs. Kate Bowen, wife of Henry Bowen, slight injury; Eva McCorries, 27, both legs fractured; Wm. Love, 35, had his left leg fractured; James Chambers, 36, head hurt. A large number of others received slight injuries. The coroner will begin an investigation Saturday.

#### A Malignant Crank.

STILLWATER, Minn., Oct. 25.—Last night, in the town of Grant, Washington county, a farmer named Klingbile arose from his bed and attacked his wife with a long knife. His son interfered and Klingbile killed him. Another son came to the city and got Chief of Police Shortall and Sheriff Holcomb, who found the father still armed in the hay mow under the eaves of the barn. They clubbed him with a pole and attempted to drag him out when suddenly he rushed upon them, and Shortall shot him through the body, which did not stop him, and Holcomb knocked him down with his rifle. A terrible struggle then ensued, and Holcomb was badly cut in the hand by Klingbile who missed the knife but drew the knife into the hand and then cut off the hand. The officers at last overcame him and brought him to the city. He will die. Klingbile has served out sentences for two murders before. Mrs. Klingbile will not live with her husband, and had gone to a neighbor's named Waggoner for the night, taking the children with her. Klingbile followed in the night, when all were in bed, and effected an entrance by means of an open window, when he made the ferocious attack.

The bridge there was a delay of a few minutes, during which great crowds of people assembled under the bridge, and on the adjacent bluffs. The joking and jeering was still continued. One man yelled, "Shove him in the river and save the town the expense of a burial." Not the first word of pity or even horror was expressed. Some yelled, "Hang him on the Minnesota side, he wanted to go to the river!" In fact fine spirit of poetical justice and humor animated the lynchers and spectators. A call was made for Conductor Burbank and as he appeared above the crowd on the bridge, he was greeted with cheers. To him the satisfaction of arranging the noose under the left ear was granted, he being toed up on the job. That was done. The other end of the rope was attached to an iron brace. Then the body was shoved off the bridge, and a yell went up from the crowd. It was sent head first, making a dive sideways through the air, swinging and swaying like a trapeze performer. Before the pendulum motion had stopped, the negro drew up his hands as if in the act of prayer, and followed it by slowly drawing up his legs. He then commenced kicking wildly. His eyes protruded and his tongue fell out. Bloody froth oozed from between the lips. The sight was sickening and disgusting. Many turned away in horror, unable to endure the sight. Others laughed. The executioners on the bridge passed around the bottle and drank to his health while the body was yet jerking. At four minutes past four all motion ceased. At half past four he was called stone dead.

#### Maginnis at Glendale.

GLENDIVE, Oct. 25.—[Special.]—At the meeting of the stockholders of the Yellowstone Land and Colonization company, held at Glendale to-day, the following directors and officers were elected: Directors—Louis Merrill, J. W. Raymond, H. F. Douglas, Jas. M. Burns,





## The Bismarck Tribune.

BY LOUNSBERRY &amp; JEWELL.

## THE DAILY TRIBUNE.

Published every morning, except Monday, at Bismarck, Dakota, is delivered by carrier to all parts of the city at twenty-five cents per week, or \$1 per month.

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## THE WEEKLY TRIBUNE.

Eight pages, containing a summary of the news of the week, both foreign and local, published every Friday, sent, postage paid, to any address for \$2.00.

## TO ADVERTISERS!

The DAILY TRIBUNE circulates in every town within one hundred miles of Bismarck, reached by a daily mail, and is by far the most advertising paper in the Northwest.

The WEEKLY TRIBUNE has a large and rapidly increasing circulation throughout the country, and is a desirable sheet through which to reach the farmers and residents of the small towns remote from railroads.

## MONTANA MINING INTERESTS.

In the summer of 1874 Helena and other settled portions of Montana sent little bands of miners into the spurs of the main belt of the Rocky mountains, known as the Judith, and Moccasin and Snowy ranges. Each expedition was either driven back by hostiles in the valleys before reaching workable ground, or, as their provisions were packed in on ponies and the bands could not, from fear of Indians, separate to hunt, but little was done. Yet each returning party brought many fine specimens of free milling silver ore. Even fine specimens of ruby ore were deposited in the banks at Helena as specimens. As no rail communications were had with the states, and no possible means of procuring machinery till such rail transportation would reach Montana, this vast pile of ore then discovered, has lain virtually unworked and almost unknown till now, when the operating of the North Pacific railway to within ninety miles of the richest sections of this ore has brought it under the eyes of capitalists. In few instances do the first discoverers realize from their labors and privations. Yet no mark has been lost, and no vein then discovered abandoned. In 1881 the government learning from prominent Montana men of this vast field of wealth, built a six company fort, (Fort Maginnis) to protect incoming parties. The Nez Perces and Sioux, have been disposed of, and the Crees alone were objectionable to the entry of civilization. The band of Crees being small, and in general fear of troops, no depredations have been committed since the establishment of the fort, and now, in the spring of 1881 no white man was to be found, one thousand energetic miners are taking out ore, locating claims and preparing for the capitalists to bring to the front and develop the mineral richness of the soil. The first National bank of Helena, Housler, Holter & Co., have in Maiden gulch within three miles of Fort Maginnis, a two stamp oscillating mill, with A. M. Essly, a mining expert, as superintendent. His knowledge of ore permits him to guarantee the company he represents, \$50,000 for dividends at the expiration of a three months run.

The Judith Gold and Silver Mining company have about four hundred tons of ore on the dump, and ready for milling when their machinery arrives. Parties are now east purchasing machinery for this company.

The Comet, Nevada, Florence, Helen, Golden Eagle, and Silver Star companies are all taking out ore.

The Consolidated Silver Mining company have interests in eight of the richest lodes now opened, and all of their ores assayed are found to run from one hundred dollars to eighteen hundred dollars per ton. It is believed no interest will develop as richly as that of this company.

One-half interest in the Collar lead was lately sold to the Omaha Smelting works for eighty thousand dollars, Geo. Mead the purchaser, passing through Bismarck east. Thursday last. This will be the nucleus to general transactions. No boom interests exist. Only one in sight talks and now the people who went into silver mining are jubilant over their daily discoveries.

The TRIBUNE has ever been an earnest advocate of the virtues of the Maginnis region, because, over one year ago it had positive assurances from practical experts, that their were immensely rich mines in that section of Montana. Now that these mines are being opened, the world will soon see the correctness of the TRIBUNE's statements.

The Grand Forks Plaindealer taking an unprejudiced view of the cities of the northwest says: An unprejudiced observer cannot but admit that Bismarck has more natural advantages than any other city on the line of the North Pacific road, or even in North Dakota, unless Grand Forks be excepted. The great Missouri river is worth more than a quarter of a dozen railroads to the commercial interests of the city, and the agricultural lands of the Missouri valley slope have been unquestionably demonstrated to be equal to those of the famous Red River valley. The city has had a most remarkable growth during the past year and excels all her rivals in the substantial and costly character of her building improvements. Situated nearly at the geographical center of North Dakota, with a townsite high and dry above the flood marks, a natural center for competing railroads, and with the best river harbor in Dakota, there is no reason why Bismarck shall not far outstrip her present competitors. The only drawback that Bismarck has ever had has been the gamblers and bummers and obstructionists that gained control of the city and were not soon enough compelled to release

their grip on the municipal and county government. If Bismarck keeps such men as J. W. Raymond, C. A. Lounsberry, Alex. McKenzie, C. R. Williams, M. H. Jewell, James A. Emmons, Col. Thompson, Farmer Wallace, E. H. Bly, J. A. Rea and Geo. P. Flannery and others who might be mentioned, to the front, there need be no limit to her future possibilities. The railroad company may boom Mandan all it likes, Fargo may

pervert the truth, Jamestown may look with green-eyed jealousy upon the prize banner, but Bismarck can combine them all and then discount them if she likes. Nature has done more for Bismarck than millions of dollars of capital can do for the other cities named. The future of Bismarck depends largely upon her present citizens and the policy that she adopts toward newcomers."

The enterprise of the North Pacific in sending a couple of carloads of the products of Burleigh county and other sections through which the road passes through the middle states and New England, is beginning to bear substantial fruit. Every mail brings to the TRIBUNE letters of inquiry about the country. At least one hundred sample copies of the paper are sent out each week to persons who have seen the exhibits, and have become interested in the country which can produce such specimens. Every train brings a few settlers and the government land office at Bismarck is doing the heavy business in its history. Monday the doors were closed three times to give the officers time to dispose of the rush after pre-emptions and homesteads, and next spring the Bismarck land office will doubtless be the most important in the United States. The land in North Dakota east of Jamestown is, practically all taken, and now the tide of immigration is towards the Missouri slope, where exists some of the finest and most extensive tracts of rich farming land in the world, yet unsettled.

The democratic central committee of Burleigh county in their anxiety to compliment a townsmen appear to have been entirely too previous in their nomination of a candidate for the territorial council. That old war horse, Hon. D. M. Kelliher, like the Richmond he is, is in the field, and proposes to pit squarely against his fellow townsmen, Johnson C. Nickens, and to further his designs, a democratic convention has been called, to be held at Jamestown on the 30th inst., to nominate a full legislative ticket, and also a candidate for district attorney, against Ball. Burleigh county is conceded 7 delegates: Morton county 5; Stutsman, 5; Barnes, 2; Rawson, 2; LaMoure, 2, and Kidder, 1. Of course the democrats of Burleigh county will be on hand, and ought to walk off with the nomination for district attorney, and a candidate for the house of representatives. Burleigh county has had the member of the council ever since the first settlement of this portion of the territory, and to Stutsman county fairly and squarely belongs the member of the council this year.

BURLEIGH county will make a mistake if the republicans do not take advantage of the disaffection existing in the democratic ranks to nominate a strong ticket—a ticket that can be elected—one that will be elected. The convention to meet next Wednesday has complete success within its reach if wise counsel prevails. Every effort should be made to harmonize differences and win glory for the county and for the party. Bismarck has much at stake in the future of the territory, and it should never be said that we threw away our opportunity through failure to take advantage of the situation. The territory will be divided. It will be republican, and the stronger republican locality will exert the greatest influence in laying the foundation of the new North state. Shall Burleigh county take a position that will give it credit in the new organization is a question that ought to come home to every citizen.

DAKOTA products are astonishing the world. At the state fair in Toledo, Ohio, were some fine specimens and the Bee says: "The expected exhibit of products of the rich farming lands of Dakota, arrived yesterday and to-day, and were arranged in the cereal department, where the display is even better than was hoped. The exhibit embraces all the cereals and products of the farm and garden, of this year's crop. The ripe condition of all the articles often puzzles the beholder, and it is often difficult to convince the people that they are of this year's growth. This is especially so with the corn. This is phenomenal, when it is considered that the crops were raised 150 miles north of Toledo."

THE Jamestown Alert says: Chairman Wells, of the territorial central committee received yesterday telegrams from Hon. Geo. H. Hand and Ex-Governor Pennington, promising to make speeches in all the leading southern Dakota counties during the campaign, and in the interest of North Dakota's candidate, John B. Raymond. It is perhaps generally known that neither of the gentlemen named was an original Raymond man, and their prompt and favorable response to a request to assist in the campaign, will be especially gratifying to the friends of Capt. Raymond, and will add not a few to the already large list of North Dakota friends of the secretary and ex-governor.

The tax-payers association has placed

in nomination a candidate for county officers, as noted elsewhere. Their ticket

appears to be a combination of excellent

elements, and has in its make-up a wonderful degree of strength. It combines the Scandinavian and German elements without antagonizing the sons of Erin, and commands itself to the independents who care more for good men in office than for party supremacy. The ticket embraces the names of several who were nominated on the democratic ticket and of others, candidates for nomination on the republican ticket to be named next Wednesday.

RANSOM county has harmonized its differences and presents a solid republican front for the legislative, judicial and county ticket. There is no evidence of disaffection in Barnes county on anything but the county ticket. Raymond, Ball, Nickeus, Benson and Williams will carry it by an overwhelming majority. Stutsman county, always true blue, is in the ranks for the campaign and will make a record for itself that will prove of untold advantage in future campaigns. Integrity, in politics as in business, in localities as well as with individuals, gives strength in the end.

COL. JAMES E. WHITE, superintendent of the Sixth division of the railway mail service of Chicago, and Chief Head Clerk Bean, of the U. S. mail department, St. Paul, came down the North Pacific road to Oriska yesterday on an inspection tour. Seeing the rapid increase of mail business towards Bismarck, and the inability of one man to handle the immense service west, they will no doubt decide to put on extra agents at once. They cannot do it too soon to please the overworked trio of postal clerks now doing duty on the Dakota division of the North Pacific.

COL. P. DONAN, the brilliant writer, warm hearted friend and genial gentleman who has so long held the position of managing editor of the Fargo Argus, has retired from journalism and gone into the real estate business. The firm consists of Zina Doty, Col. Donan and S. V. Curtis, and will be known as Doty, Donan & Curtis. They are all square dealing men who have an honorable record and will prove themselves boomers in every sense of the word.

THE registry law which has been regarded as essential by many of the good people of Burleigh county is more than likely to prove a dead letter. Yesterday was the day appointed for the board of registration to meet, prepare lists of voters and post them. They are to meet again in a week and make such corrections as are necessary, but the board did not meet in Bismarck and so far, the matter is in default. J. H. Marshall, it should be said was on hand, to do his duty.

THE surveyors of the Manitoba railway having completed the line connecting the Casselton branch to Mayville with the Breckenridge division at Everest, in Cass county. The road contractors were on the grounds yesterday with teams and laborers ready for work. They propose to finish the three-mile connecting link in ten days. Thus the Manitoba will have charge of all the branch lines north of the North Pacific.

JUDGE BROOKINGS will make a thorough canvass of North Dakota, and will doubtless try to make his democratic friends believe that he will carry everything before him in the south. But he will not take from the republican strength base in Yankton county, and Minnehaha will more than balance with democratic support for Raymond the few soreheads who will repudiate him in other counties.

THE political crop at Glendale must be good. The Press of that city contains a column of announcements from different parties who are anxious to become targets for the voters of Dawson county at the coming election. There are a score of candidates for every office and now the query is how they can all be accommodated.

IT is to be hoped the republicans of Burleigh county will not permit the primaries to go by default next Saturday. Every precinct should be fairly represented and let a ticket be nominated that will be a credit to the county in every sense—that even if defeated will reflect honor on the convention placing it in nomination.

ONE of the best weekly papers for farmers is the Farmer's Union and Weekly Tribune, published at Minneapolis, Minn. Next to the Bismarck Weekly Tribune the Farmers Union should be read by Dakota farmers.

DENNY HANNIFIN says the Tax Payers' ticket is a jackscrew that will move the republicans into position, and uncover their candidates. The general sentiment is that it is a strong combination.

The Fargo Evening Post has made its appearance. Although its columns are principally filled with "snakes," commonly called plates, the paper looks very well and is an advertisement of Fargo.

HON. MARTIN MAGINNIS is pretty certain of re-election as delegate from Montana for the fifth time, despite the Helena Herald to the contrary.

HON. SCUYLER COLFAX lectures in Bismarck on the evening of November 1. His trip should be extended into Dakota.

The Pioneer Press of Sunday morning said: It transpires that the arrest of Mr. Root, the Valley City bank president, on a charge of embezzlement, was simply a bit of political persecution in the interests of the enterprising kindred. The case was dismissed yesterday.

The tax-payers association has placed

in nomination a candidate for county officers, as noted elsewhere. Their ticket

appears to be a combination of excellent

## CURRENT COMMENT.

The Duluth Bee has dropped into vituperative poetry in its campaign against Nelson. JOSEPH W. DOLPH, republican, has been elected senator from Oregon, after a long fight.

It cost the St. Paul Dispatch probably \$60 to make an ass of itself in publishing a cut of Senator Windom's new residence.

The St. Paul Dispatch betrays a malignity equalled only by that of the devil himself in its warfare on Senator Windom.

The directors of the St. Louis exchange have raised \$12,000 wherewith to lift a mortgage on the family of the late Col. Slavyack.

The editors of southern Dakota propose to meet at Huron some day next month and talk over advertising rates, "journalistic probity," and "sobriety."

MANY of the Tribune's exchanges have written articles denouncing the recent ridiculous and mendacious remarks of the Chicago Times on Dakota.

The American Agriculturist for November is upon the Tribune table and is replete with choice matter and appropriate illustrations for the farm, the garden and the household.

The place of the Fargo Sunday Bee, which lately gave up the ghost, is now ably filled by the Sunday Republican. The Republican evidently saves all piety for the Sunday issue.

The Lake Superior News, published at Duluth, says: The Bismarck weekly Tribune has been greatly enlarged and improved. It always was one of the best papers on the line of the North Pacific.

MINNEAPOLIS Journal: Dorsey hints that Attorney General Brewster was born out of wedlock. This is doubtless a powerful argument—but what has it got to do with the star route speculations?

MAX HALLOWE Foorz commenced serial story in the November Century entitled "The Led-Horse Claim," which promises to equal in excellence the late novels furnished by Howells for this magazine.

THE magazines are at present discussing the advantages and disadvantages, the effects and defects of the jury system in America with a good deal of earnestness, some steps toward its abolition being advocated.

THE Jamestown Alert thinks the Bismarck banner boom has been thrown into the shade by the Bismarck bridge boom. The Bismarck boom of next spring, however, will knock out of time anything ever seen in this land of booms.

It is unofficially reported that the Egyptian government is about to abandon the protection of Arabi Pasha. It is charged that this action is due to the expressed wish of the authorities at Constantinople. Arabi seems to be playing in luck.

A CORRESPONDENT down in Arizona tells the Scientific American that the comet is plainly visible there until after the full sunrise, and the editor of the aforesaid publication doesn't syologize a single word about the kind of stuff they drink down there.

MES. LANGTRY, the Jersey Lily, is now in America, and Americans will be treated to another tour after the fashion of the one made by Sarah Bernhardt. The extortive prices will be paid grudgingly, as it is true, as reported, that Mrs. L. will not wear dresses of the usual shortness as Rosalind.

IT may be lots of fun for the two Duluth editors to fight and fight, and then, like game chickens, get up and fight some more, but it is pretty safe to say that everybody else will be glad when that "erul war is over," and peace sets perched upon one of those big pine trees they tell us so much about.

THE extraordinary ambition of Dakota papers in the matter of telegraphic news facilities leads the Grand Forks News to remark: "The journalistic graveyard is full of little mounds above which may be read the epitaph: 'Gone to meet the paper that bit off more than it could chew.'

THE authorities at Lyons, France, suppressed the Sunday paper, and the mob failed to approve of the action. Consequently they made an attempt to blow up the theater and a restaurant in connection, but their bombs were not big enough and they only injured several persons and broke up the mirrors.

Now that the Fort Benton papers have abandoned their warlike attitudes, the Helena papers are trying to get up a little matine of their own. The Independent thinks it's lucky for the editor of the Herald that the foolkiller isn't around. There is something wrong with journalism in our sister territory. Contact creates combat.

THE common belief that preachers are out of their element when running a newspaper is at last exploded. One of the Tribune's best weekly exchanges is the Portland, Ore., Polaris, which is a recent venture made by a retired minister of that city. It is clean in tone and appearance and has an original idea once in a while, which is worthy of remark. It is thriving.

OUTRAGES are not on the decrease, apparently, and neither are the lynchings. The hot-blooded beasts who recognize no such article as virtue in woman, continue to come to the front and as soon as they make their appearance they are transformed into decorations for telegraph poles, which is the best that can be made of them. "What fools these mortals be."

ANOTHER walking match for the "championship of the world" was commenced in New York Monday, with all the big pedestrians on the score slate. And the people will throng to these strivers for muscular supremacy just as though this did in reality settle the matter of the championship, and the exhibition's coffers will be filled to overflowing, which will cause the walkers, one and all, exceeding great joy.

MARY McCAFFERY brought suit for \$20,000 damages against the Hon. Walbridge A. Field, a justice of the supreme judicial court of Massachusetts, because he would not grant her a writ of habeas corpus. Judge Knowlton, of the supreme court, now decides that the granting of a writ of habeas corpus is not a matter of right, but is discretionary with a judge, and that it is a well established principle of law that a suit cannot be brought against a judge.

THE gore drinker of the Black Hills Pioneer says: "Every newspaper throughout the land, as every one has published the killing of Col. Slavyack by the editor of the St. Louis Post Dispatch, heads the account, 'Killed by an Editor,' just as though it was a remarkable occurrence that an editor had killed somebody for once. The fact is editors are killers as a rule. There is not one west of the Missouri who is not 'on the cut and shoot.' People who think they ain't generally die with their boots on."

THE centennial anniversary of the landing of Wm. Penn was celebrated Tuesday in Philadelphia, and the entire act played over again, the impersonator of Wm. Penn, again stepping ashore at the same identical place, among the Swedes, Dutch, Indians,

and others who were congregated to receive the gentleman so many years ago. The scene was lively beyond description. One hundred and fifty vessels formed in the river and came up to the place of landing with colors flying and the streets, windows and houses were crowded. The Philadelphians did it brown.

MILWAUKEE is not a prohibition town. It is not necessary to state the above if it is known that "Peek 'n' Sun" is published there. The Sun doesn't advocate prohibition at all, scarcely, and this may possibly be the reason that strange things, like the recent matinees at the academy of music, occur there. The actors came on the stage drunk, the manager fell into a fit through mortification, the performance was stopped, the audience was given back their money, the theatre was closed and the engagement was cancelled.

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## A DAKOTA HENRY.

An Important Addition to the Interests of Steele.

STEELS FARM, D. T., Oct. 20.—It may be interesting to many if not all of your readers to learn of a very important addition that has been made to the live stock department of this farm—an addition important not only to the proprietor himself, but of vast importance to every settler within hundreds of miles of this place. The addition referred to consists of three hundred Plymouth Rock fowls, and five fine Cockrels of the same breed. These fowls were raised by the very best breeders in the state of Massachusetts, especially for Mr. Steele, and have been carefully selected from the whole season's hatching, the order having been given early last spring. No expense has been spared to secure the specimens of their kind. This enterprise for which the proprietor of the Steele farm deserves great credit, does not end with the importation of the poultry; it consists also of an incubator for the hatching of eggs by artificial heat. This machine holds 720 eggs. The heat is applied by two kerosene lamps which heat the water, causing it to circulate through pipes under and over the egg drawers, thus producing an even and healthy heat, which heat in turn is governed by an electric battery and clock work, thus regulating the amount of heat necessary for the successful hatching of the egg, to a degree of exactness which is not surpassed by Dame Nature herself. It may also interest your readers to know the kind and extent of the buildings necessary to accommodate and securely house against the frosts of a Dakota winter, this fine flock of poultry. The houses are now under construction and consist, first of a house 200 feet long, by 16 feet wide, 8 feet front 4 feet in rear, and made sufficiently warm by all the best material known to the builders in this western country. Next comes a hatching house 10x32 feet, also to be built in the best possible manner for warmth and ventilation. Then a chicken house to be 20 feet wide and 100 feet long, and to be heated by a system of hot water circulation, the heater and pipes for which, are on the ground ready to be put in when the building has been completed.

We shall try and keep the readers of the TRIBUNE posted on the progress of this enterprise.

GALENACIOUS.

## The Grand Continental Railway.

A recent issue of the Des Moines, Ia., Register contains editorial comment on the new trans continental railway company recently organized in that city. It says: "We have seen letters from some of the most prominent men along the proposed line, showing that the people are ready to support the enterprise and are earnestly working for its success. The intention of the company is to do no work or issue any bonds nor stock until success is assured by local and from the people along the line, which will be ascertained before the first of next January, through the local organizations now in existence. While Chicago is a great city, and the people of the northwest are justly proud of her greatness, yet we hardly believe that they will be satisfied to make that city the toll gate through which all their products must pass. It is a notorious fact that for years past, there have existed a number of blockades of freight that lasted for months at a time in the city of Chicago, and it must be apparent to the people of the country that at the present rate of increase in the business of the west, unless new channels are made for an outlet, such blockades must increase and continue at the expense of the country. The proposed line is direct, and when completed will be the shortest between the great grain, cattle and lumber regions of the west and the markets of the east. The city of Baltimore is rapidly becoming the outlet for the grain, and cattle shipments from our country to Europe, and a line that shortens the distance between the west and Baltimore, as this proposes to do, must prove advantageous to the stock interests of the whole country. An examination of the map of the country shows that the line, if constructed as proposed, will unite Chesapeake bay and Puget sound, the two finest harbors on the globe, and in doing so will traverse our great commercial, agricultural and manufacturing regions, the centre of our wealth, industry, and population, and hence must necessarily receive a large and profitable local business. The Chesapeake & Ohio railroad is now constructed to Cincinnati and Louisville, and will be glad to furnish an outlet in that direction to the Grand Continental. At Omaha connections can be made with the Union Pacific and at Bismarck with the North Pacific & Puget Sound."

## From Billings.

A letter dated Billings Oct. 17 has been received from "Calamity Jane," containing the following items:

There is to be a big horse race here Saturday. Three horses are to run for \$600 a side.

The Crows have been here all the week clean up the town with a little buckskin pony. They have also been getting some new wagons and a supply of grub.

The man that was killed last night was buried to day in a rough pine box; buried in the clothes he had on at the time he was killed; was never even washed. He had money on his person, and the coroner and jury claim that it was counterfeit. (Counterfeited into their pockets, I guess.) Poor devil! a hog would have had a more decent burial. Folks here knew his relatives, but they were not even notified.

The bodies of two unknown men were found at Pompey's Pillar to day. The coroner was notified. Fine lot of officials here, you bet.

## Holding Voters.

It seems that the townsite of Dawson is practicing a sharp game. It wants the county seat of Kidder county moved this fall and is making strenuous efforts to retain enough voters to carry it. The latest is the importation of harlots. It seems that a couple of these soiled doves recently left Bismarck for Dawson, but were so full of booze that they passed on to Tappan, before getting off the train. Here they tried to get a team to take them back to Dawson, but Mr. Birchett didn't like the looks of them and would do nothing for them. They started off on foot and are said to be having a gay time at the future would-be, but never will be, county seat. A traveling man who arrived in Bismarck last night says it's a queer mix

turkey one gets in that townsite on paper. He wants no more of it, and says he guesses the good citizens of Kidder county will not tolerate the removal of the county seat to such an iniquitous place. It will stay at Steele.

## A Big Business.

A Grand Forks paper truly says "millions can never do for Jamestown or Fargo what nature has done for Bismarck." Being 50 miles from St. Paul, and at the junction of a great river and a great railroad, Bismarck must become a great wholesale centre. Realizing this fact the firm of Yerx & Emerson have put in an enormous stock of groceries and propose to do their part in making Bismarck the headquarters for the northwest. They are live business men, and being such live in advertising in a live daily paper which is daily read by every dealer west who would be likely to buy goods in Bismarck if he knows there is a jobbing house here. As a direct result of the advertising in the TRIBUNE this firm yesterday sold over \$2,000 worth of goods to small dealers on the line of the road. The success of this new firm is more than assured because they have taken the means to at once become acquainted with the people, advertise nothing they can not sustain; they sell goods at St. Paul prices, thus making it a saving of money for their customers, and they guarantee satisfaction in every instance.

## CASH FOR WHEAT

I wish to announce to the farmers of Burleigh County that I am buying all the

## WHEAT

I can get, and paying the Highest Cash Price for the same.

Wheat can be delivered at railroad station, Bismarck, D. T.

J. W. RAYMOND.

## 49th Popular Monthly Drawing of the COMMONWEALTH DISTRIBUTION CO.

In the City of Louisville, on Tuesday, Oct. 31st, 1882.

These drawings occur monthly (Sundays excepted) under provisions of an Act of the General Assembly of Kentucky.

The United States Circuit Court on March 31st rendered the following decisions:

1st—That the Commonwealth Distribution Company is legal.

2d—Its drawings are not fraudulent.

The Company has now on hand a large reserve fund. Read the list of prizes for the

OCTOBER DRAWING.

1 Prize . . . . . \$20,000 100 Prizes \$100 ea \$10,000  
1 Prize . . . . . 10,000 269 Prizes 50 ea \$10,000  
1 Prize . . . . . 5,000 660 Prizes 20 ea \$12,000  
20 Prizes \$100 ea 10,000 1,000 Prizes 10 ea 10,000

20 Prizes \$50 ea 10,000

9 Prizes \$200 ea, Approximation Prizes, \$2,700

9 Prizes \$100 ea, " " 1,800

8 Prizes 100 ea, " " 900

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## THE BISMARCK BRIDGE.

HISTORY OF THE GREAT WORK  
NOW FINISHED.

The Dakota and Missouri Divisions of  
the Northern Pacific Railroad  
Connected by this Magnificent  
Structure.

## An Important Event.

Although the original scheme of the Northern Pacific railroad contemplated a bridge across the Missouri river at or near Bismarck, no definite action with reference to the construction of this bridge was taken until the winter of 1880, when Mr. George S. Morrison was requested to examine the river at this point in conjunction with Gen. A. Anderson, engineer in chief, and to prepare a report on the best method of crossing the river.

The first careful examination was begun in April, 1880. The fact that the railroad was already built from the east into the city of Bismarck and westward from Mandan made it important that the crossing of the river should be as nearly as practicable on a direct line between those two points; but the examination was extended down the river to Fort Abraham Lincoln, and about an equal distance up the river. The crossing at Fort Lincoln possessed the great advantage of a river less than 1,000 feet wide; but as the silt bearing characteristics of the Missouri favor the contraction of the river to about this width by artificial means, it was decided that if a good bottom could be found near the direct line it would be wiser to incur the additional expense of works to make an artificial contraction than to increase the length of the line several miles, as would be done by crossing at Fort Lincoln.

## THE CROSSING DEFINITELY LOCATED.

In July, 1880, the preliminary examinations were completed, and the location of the bridge virtually fixed. The point selected was within two or three hundred feet of the line on which the proposed bridge has now been built, this location being determined as combining to the best advantage directness of route with a favorable bottom. The river at this point was about 2,800 feet wide, and the channel variable, about two thirds of the whole width of the river being occupied, except at extreme high water, by sand bars, as is the universal case on the Missouri, where the width between high water banks exceeds 1,000 or 1,200 feet.

The report of July, 1880, proposed to cross the river with a bridge consisting of three spans of 400 feet each, resting on solid piers of granite masonry. A dyke was to be built from the west shore to within 1,000 feet of the east shore, which is here a high bluff of extremely hard clay, thus confining the river within a width favorable to the maintenance of a fixed channel.

The bridge was to be located about 300 feet below the dyke, and to provide for contingencies, was to be 200 feet longer than the width of the confined river. This plan of operations has now been carried out, and the completed work differs in no essential respect from the plans contemplated in the report of July, 1880.

Although the report was received with favor by the board of directors, the finances of the Northern Pacific railroad company were not in such condition as to warrant the immediate construction of the bridge; but it was decided to proceed at once with the building of the dyke. Materials were collected at once for this purpose, and the

## CONSTRUCTION OF THE DYKE

was begun in the fall of 1880. Unfortunately, while waiting for materials, the main navigable channel of the river moved over to the west shore, and when work was actually begun it was found necessary to leave this channel of navigation. A wired willow mattress was built, however, on the proposed location of the dyke from the east side of the navigable channel to the point fixed for the west boundary of the corrected channel, leaving a space between the mattress and the dyke.

On the 16th of December a vote was passed by the board of directors by which the immediate construction of the bridge was determined upon, and the work was placed in the hands of the engineer under whose charge it had been completed.

## THE WINTER OF 1880-81

was one of unusual severity, with long continued cold weather and a heavy snow fall. Fortunately on the line of the Northern Pacific railroad there was comparatively little wind, and the road was kept open through the cold season.

On the 7th of January Mr. H. W. Parkhurst, who had been appointed by Mr. Morrison as a assistant engineer, arrived at Bismarck and took charge of the work on the river. The state of affairs at this time was very perplexing. The flexible foundation for a dyke had been laid, but the main channel of the river was on the west side of the dyke, and the short time remaining before the season when the ice would break up showed that all efforts must be concentrated in putting the work already done in such shape as to prevent its destruction. Next six weeks were spent in this way, a low crib of cottonwood logs being built on the mattress foundation and loaded down with stone and frozen earth.

In March the river rose to a height some feet above the ordinary level of the summer flood, and on the 30th the ice moved out with unusual violence, the river rising thirteen feet above the ordinary summer floods, overflowing the entire bottom land and standing four feet deep in the streets of Mandan, which was supposed to have been located above high water. The ice passed over the dyke, which was left comparatively uninjured, but the channel remained next to the west shore.

## CONTRACTS.

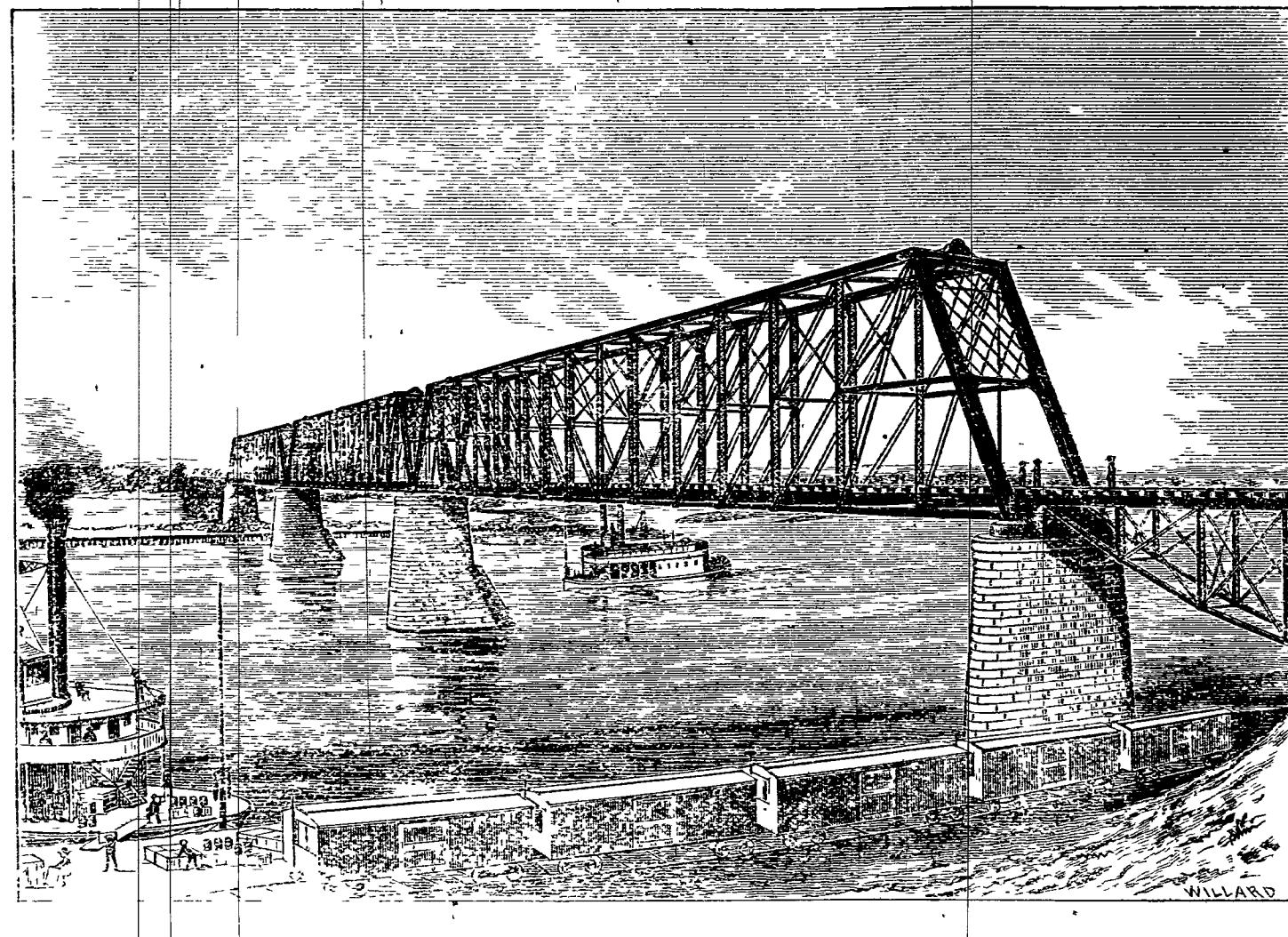
On January 25th, 1881, a contract was let to the well-known firm of Saulpaugh & Co., of Rock Island, Ill., for the construction of the sub-structure of the bridge, this including the foundation and masonry of the four piers. In April the quarrying of stone was begun near Wabasha, Minnesota, but the quarry not proving good one, another was subsequently opened near East St. Cloud. This last quarry, now known as the "Rock Island Quarry," furnished four-fifths of the stone used in the Bismarck Bridge. A sub-contract for the pneumatic work of the two channel piers was made by Messrs. Saulpaugh & Co. with Messrs. Rust & Coolidge, of Chicago.

On February 2nd, 1881, a contract was awarded to the Detroit Bridge and Iron Works, of Detroit, Mich., for the manufacture and erection of the superstructure, consisting of three through spans of 400 feet each, and two deck spans of 113 feet each, the work to be built in all respects according to the detailed plans and specifications prepared by the engineers of the bridge.

In April the construction was fairly begun, though ground was not actually broken until May.

The construction of the Bismarck Bridge involved three totally different pieces of work:

First, the control and rectification of the



THE BISMARCK BRIDGE OVER THE MISSOURI RIVER, OPENED FOR TRAFFIC OCTOBER 21, 1882

the river.

Second, the bridge proper.

Third, the approaches.

## THE CONTROL AND RECTIFICATION

of the river consisted in confining it to the 1,000 feet limit between the east shore and the end of the dyke, and the protection of the east shore with rip-rap so as to render it doubly secure from the eroding action of the water. After the ice went out the main channel was left between the uncompleted dyke and the west shore, and the action of the current during the spring and summer floods wore away about 200 feet of this portion of the dyke.

The relative amount of water passing through the east and west channels changed gradually, until by the end of April, 1881, the amount of water passing through the east channel was decidedly more than that through the west channel. In May an attempt was made to close the west channel, and piles were driven for a bridge to connect the west end of the dyke with the west shore; but this work was destroyed by high water before it could be completed, the destruction not being wholly unexpected.

On the 23rd of July, 1881, when the summer floods had receded about six feet from the maximum height, the driving of this pile bridge was begun again, and it was completed in August. A track was then laid to the end of the dyke, which has ever since been maintained.

During the spring and summer the east end of the dyke was strengthened by rip-rap, which was bolted to it from the east shore. After the track was completed to the end of the dyke rip-rap was brought there on piles, and piles were driven for a bridge to connect the west end of the dyke with the west shore; but this work was destroyed by high water before it could be completed, the destruction not being wholly unexpected.

On the 15th of July, 1881, the excavation for the foundation of pier 1 was resumed in earnest. Although close to the river this excavation was carried down through the hard stratified clay without the aid of a pump, a little water found in the pit being a strongly alkaline spring water, which evidently had no connection with the Missouri river, and which was easily kept out by occasional bailing. The first concrete in this foundation was put on the 6th of September, 1881, and on the 1st of October the concrete filling was finished. The laying of masonry was begun on the 4th of October, and the pier completed on November 20th, 1881.

With the exception of some thin strata of soft sand-stone of irregular thickness and extent, no rock is found in position in the part of Dakota. The entire country is underlaid with a very hard stratified clay, the depth of which has not been ascertained. Boring proved this clay to be at least 100 feet thick on the line of the bridge, and a hole intended for an artesian well has since been sunk within the Bismarck city limits to a depth of over 400 feet, and is still in the clay. This clay however is in many respects more like a rock than clay; small specimens tested for compression have sustained a weight of over 300 pounds per square inch without crushing, and when they gave way yielded like rock, and showed no tendency to bulge out at the sides. Water has little or no effect upon this clay, even where the current is extremely strong, but when exposed to the dry air the clay slacks rapidly and crumbles to pieces.

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THE CAISONS

on which piers 2 and 3 are founded, are built of pine timber, sheathed with two thicknesses of three inch oak plank. They measure 75 feet long by 26 feet wide, by 17 feet high on the outside. The lower portion of the caissons forms a working chamber 7 feet high with flat roof and inclined sides. The outer portion of the caissons is a crib-work or timber filled throughout with Portland cement concrete. Each caisson contained 133,000 feet, board measure, of timber, and 82,000 pounds of iron, besides nearly 500 cubic yards of concrete.

The caissons were built on shore, launched and lowered into position. After the caisson had been placed, the concrete above the working chamber was put in, the air locks put in position, and air pumped into the working chamber, which was thus converted into a great diving-bell, until the water was expelled. A force of men was then put to work in the working chamber who excavated the sand, which was carried off in columns of water, and the caisson was forced down gradually by its own weight as the excavation proceeded. The masonry was laid on the root of the caisson and continued as the sinking progressed, the top of the masonry being always kept above water. This laying of masonry on a sinking foundation was a source of serious perplexity to the masons, who were greatly troubled when they found they could no longer make use of a level to set their stone, one man making the brilliant discovery that the level must not be used, but that everything must be set with the plumb.

The caisson for pier 2 was launched August, 1881. A sand bar had formed in front of the launching ways, and it was necessary to drag the caisson a quarter of a mile down stream and tow it up against the current. This towing was performed by the transfer steamer, Northern Pacific, No. 1, under the direction of Capt. R. F. Wofford, and was probably the hardest service which this boat will ever be called upon to undergo. The towing of a large and heavy caisson, drawing five feet of water, taxed the boat to the utmost capacity.

On the 15th of November the work of filling the working chamber was begun, and the air working chamber, air lock and shafts had been filled with concrete, the foundation was completed. On the 19th of January, 1882, the masonry of this pier was launched.

THE EXTREME HEIGHT

from the bottom of the deepest foundation to the top chord of the bridge is 190 feet. Every precaution has been taken to provide for the special strains due to the violent gales which at times prevail in the Missouri valley, and the bridge is as safe to resist

The east approach span was erected in April and the west approach span in May.

The erection of the long spans was postponed until after the summer flood. Each span was subdivided into three spans of 130 feet each by two timber piers, which supported Howe trusses of design similar to those commonly used on railroads. On these Howe trusses was placed a floor 30 feet wide, on which ran a traveling derrick 65 feet high, which spanned the permanent structure. This derrick was moved from panel to panel, as the work proceeded, and the great trusses were erected without any stationary staging above the floor. All the hoisting was done by steam, the engines being mounted on a low flat car entirely independent of the track.

THE FLOOR

is placed above the bottom chord, the floor beams being riveted to the vertical posts, thus increasing the vertical stiffness of the structure and reducing the apparent height to about forty-five feet. The main and counter ties which are more than seventy feet long are made in two lengths and coupled on a pin which passes through the center of each vertical post. The vertical posts are connected transversely at the center by struts which are attached to the central pins by small pins, and which pass through the ends of the struts and through the main pins and serve also for the connection of a set of transverse diagonal rods reaching to the top lateral system; each pair of vertical posts is thus united into a stiff bent with a perfect system of bracing from the center up, and a stiff base made by the floor beam connection. The end posts are made proportionately stiff by a wrought iron portal above the center, the sides of which are extended down the sides of the

of the fish-bellied or inverted bow-string pattern, this form being adopted to keep away from the slope of the embankment. They are entirely of wrought iron, except the pins, which are of steel, and the wall plates, which are of cast iron. Each span contains 83,454 pounds of wrought iron, 2,825 pounds of steel, and 5,686 pounds of cast iron, the total weight being 97,515 pounds.

Each of the three main channel spans measures 400 feet from centre to centre or end pins, divided into sixteen panels of twenty-five feet each. The trusses are of the double system Pratt or Whipple type, are fifty feet deep from center to center of chords, and spaced twenty-two feet apart between centers. The pedestals, the end posts, top chords, the ten center panels of the bottom chord, and all the pins and expansion rollers are of steel. All other parts are of wrought iron; except the filling rings, wall plates, and ornamental work, which are of cast iron.

Each span contains 600,950 pounds of wrought iron, 348,797 pounds of steel, and 25,777 pounds of cast iron, the total weight of each span being 975,524 pounds.

## THE STEEL

was manufactured in an open hearth furnace and under the most rigid inspection. It is of such character that small sample bars were bent double and flattened back on themselves without any crack on the outside; one of the full sized bars intended for the bridge, when tested to breaking was stretched four feet in twenty-five before fracturing took place. The long spans are

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## The Bismarck Tribune.

## TIME CARD.

Arrival and departure of trains over the North Pacific.

## TRAINS ARRIVE.

No. 3 (passenger) from the east.....7.00 p. m.  
No. 4 (passenger) from the west.....8.15 a. m.  
No. 17 (Accommodation) from the east 8.00 a. m.

## TRAINS LEAVE.

No. 3, going west.....7.30 p. m.  
No. 4, going east.....9.00 a. m.  
No. 14 (freight), going east.....10.00 a. m.  
No. 16 (freight), going east.....4.00 p. m.  
No. 18 (Accommodation), going east.....9.45 p. m.  
Passenger trains daily except Sunday. Freight trains liable to be cancelled at all times.G. K. BARNES,  
Gen'l Passenger and Ticket Agent, St. Paul  
KIRK HAUP,  
General Manager, St. Paul.

## THE BANNER CITY

The Baptist church is beginning to show itself.

The big slough is literally covered with geese.

Bismarck's four public schools are well attended.

Williams' brewery is now looming up in fine shape.

Wonder what that tent is on Main street, near the Arcade?

If you want some valuable mining stock call on McKenzie &amp; Wilcox.

Crossings will be put in on all the streets just as soon as the material arrives.

A photograph by Haynes of the interior of the banquet hall was taken Saturday.

The North Pacific car liquidated its bills at this point Tuesday afternoon.

Deer are very plentiful this season on Sibley island, and the Burnt creek bottoms.

Joseph Leighton, who is in the city, is buying potatoes and oats for Miles City.

The owner of a bunch of keys, lost Friday night, may be found at the Western house.

The corner stones and brick work in earnest, was begun on the Central block Monday.

Raymond's new block is to be painted and peccaded. Faunce, Thornton &amp; Carey are the artists.

Wild geese and ducks are now going southward, which indicates the approach of cold weather.

The recent overhauling of the reading room makes it a more pleasing place of resort than ever before.

H. P. Bogus was over to Mandan Wednesday. He caught on to a couple of lots in Mead's addition.

Ed. Sloan and Bob Bannerman did good work on the arch. It's a good advertisement for the metropolis.

Many and substantial were the contributions passed upon Engineer Morison by his friends Saturday.

Louis Peterson now owns fifty 100 from on Fourth street, having purchased the Bismarck hotel property.

George Brown, the gentleman of color so well known in Bismarck, has returned to the banner town from Mandan.

Architect Wirth, Monday made a perfect view of the Union block which is shortly to appear in the New York Graphic.

The surveyors of the Mouse river branch of the North Pacific arrived from Mouse river yesterday, on their way to St. Paul.

Dr. Bigelow, Carl Peterson, Messrs. Haught and Little and several other Bismarck sportsmen last night on the prairie, goosing.

The new elevator is offices as follows: Robert Macnider, president; John A. McLean, secretary; Geo. H. Furchild, treasurer.

Billy Thurston and Fred Whittier, take the blue ribbon. They killed 107 mallards, and two geese in an hour and a half, Monday.

Snow fences are passing through the city westward bound. The North Pacific people propose to be in readiness for the winter.

The building corner of Third and Meigs streets is to have a fresh coat of paint inside and out. Faunce &amp; Co. will fix the business up.

George Dew, general Canada agent for the North Pacific, is stopping in the city, the guest of B. D. Wilcox, an old-time friend.

The Duluth papers speak in highly complimentary terms of the Rev. Mr. Bull, who was located at that place by the Owatonna newspaper.

Col. Wm. Thompson and W. A. Messer are at Washburn, completing the survey of the town, after which the lots will be placed in the market.

The threshers, Quinlan and Waldron report a yield of 42 bushels of wheat per acre from six acres on the farm of C. W. Frede, near Bismarck, Dakota.

The contractors on the Central block propose to rush the business, and, if the present weather continues, a couple of weeks the walls will be completed.

From 75 acres of wheat Wm. A. Hollembaek had this year 22 bushels per acre, and from 150 acres of oats 60 bushels per acre. His farm is located near Clarke, Dakota.

Finley Duffin, of the London Times, sent his regards from Jamestown and expressed himself as sorry that he was unable to be present at the bridge test and banquet.

The Fargo electric tower is serving a double purpose. Ducks and geese flying by break their necks on the standards and the hungry hungry pick them up for their breakfast meat.

The Oakes party, with General Manager Hump, passed through the city east Wednesday morning. They were in a hurry and only said "How" to Bismarck, Mandan and the bridge.

Little Johnny Edick, while on his way to school yesterday fell and broke his wrist, or rather re broke it, it having been broken before in the same place. Dr. Porter was the attending physician.

The Marble party of hunting excursionists were seen near Steele Tuesday with their car decorated with wild geese, ducks, antelope, deer and other small game. They are evidently living high.

Cheek Jake, "the poor man's friend," has put up a novel transparency and is doing a rushing business. He says he makes small profits and sells cheap. His customers make as much as he does himself.

The steamer Eclipse got away for Poplar yesterday at 3 o'clock. She had on over 250 tons of freight, but the stage of water being fair it is presumed she will reach her destination without serious difficulty.

The finishing touches are being put on the elevator and the machinery placed in position. A well known wheat man who spent Saturday in the city said it was one of the best elevators in the northwest.

A Mr. Clifford of Lake City, Minn., is in the city looking for lots and lands. The rush at the land office was so great yesterday that he was unable to transact his business there, he will remain over another day.

On a warrant issued by Judge Hare Officer Francis Wednesday arrested a man named Frank Schmitz, who is charged with assault with a deadly weapon with intent to kill. The assault was committed upon Fred Selle.

There was a considerable sum of money lost in this city Monday by a man who made a bet with another party as to the country having jurisdiction over Lower California. Is it the United States or is it Mexico?

Mr. Snyder, of the Consolidated Silver Mining company, of Montana, has left with McKenzie &amp; Wilcox, of this city for sale, several blocks of capital stock in the mine, which promises to be one of the richest in the Minnig region.

Fargo Republican: The Fargo and Moorhead telephone exchange is now one of the valuable institutions of Fargo and Moorhead. Started only a year and a half ago as a very

ture, it proved a success from the outset, and has far surpassed the most sanguine expectations of its projectors. They have in use now about 200 phones, which is double the number in use a year ago. Thirty-five of them are in Moorhead and the balance in Fargo.

A meeting of the directors of the Bismarck Artesian Well and Water Works company was held yesterday, and the fourth assessment levied. The necessary will call around among the stockholders to-day and to-morrow for the amount.

Louis Westhausen, Bismarck's popular German citizen and boomer, has gone to Jamestown to look after the Germans whose inopportune reception at that place was reflected yesterday in the Tribune. Louis will advise them to come to the slope.

C. A. Stephens of the Youth's Companion left his card with the Tribune, the editor being necessarily abroad. Mr. Stephens, who represents a paper with a circulation, as stated on his card, of 277,000, was one of the excursionists with George B. Hall.

Policeman Mike Francis, on a telegraphic order from Express Agent Van Waters, of Mandan, last Tuesday arrested the notorious Mandan crank, Gallagher, charged with stealing some \$75 worth of property. The prisoner was sent back on the evening train.

A good boy about 13 years of age can earn \$6 per week at the Tribune composing rooms, town and work light. Besides this, the boy can learn a trade that will in a short time be valuable to him, and one at which he can always secure plenty of work at good pay.

Gen. Haupt telegraphed from Glendive yesterday his regrets at not being able to come on down to the bridge test, but he received a telegram from Oakes who will be at the end of the track to-night, which caused him to turn back with his special to meet the gentleman.

The artesian well is now down to a depth of 540 feet. The drill is now penetrating a sort of sand shale which is easier to work than the pretty-like clay encountered all the way. It was believed the assessment on the capital stock levied yesterday will send the drill to flowing water.

The Scandinavian Relief society organized last Saturday evening, and elected permanent officers, as follows: C. T. Peterson, president; John Satterfield, vice-president; J. Fridholm, secretary; Louis Peterson, treasurer. The board of directors are Frank R. Peterson and August Peterson.

Haynes, the enterprising young photographer of Fargo, succeeded in getting some magnificent negatives of the bridge, from some twenty different points of view. He states that he commenced printing views Monday last. Those wishing to obtain pictures should address F. J. Haynes, Fargo.

Now that the bridge is open to traffic there will be no delay in the shipment of freight east or west at Bismarck or Mandan. Capt. Wolfolk with the North Pacific Transfer No. 1, has done most excellent service, but of course, with such a changeable river as the Missouri more or less delays have been encountered.

The Pioneer Press says: It is reported that a branch road is to be built from Billings to what is known as the Gap in the Bull mountains. The road, it is understood, will be built by the North Pacific authorities, and work is to commence at once. Bull mountain is in the coal mining region, and the proposed branch will be extended directly to the mines.

Elsewhere will be seen an interesting item from Steele, regarding the arrival of Mr. J. Lavery from Massachusetts with a large number of fine bred fowls for the famous Steele farm. Several fine buildings have been begun in the town of Steele during the past week and the boom still continues. The few lots that still remain are bargains for one.

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Purely Personal.

Mrs. J. D. Wakeman, of the Merchants, is ill.

Capt. Chance returned last Tuesday from the east.

Mrs. E. H. Bly and Miss Willkie are absent on a visit to Billings.

Dr. B. F. Slaughter left Wednesday last for a visit to Kentucky.

Mrs. D. W. Maratta and sister returned from the east last Tuesday.

H. F. Douglass came up from Fort Yates last Tuesday and proceeded west.

Oscar Ball received his commission as postmaster at Sterling last Monday.

Geo. Babbitt, superintendent of the American express company, was a passenger west last evening.

Miss Anna Emmons, sister of James A. Emmons, has returned to her home at Tecumseh, Neb.

H. S. Parkin, of Fort Yates, is in the city looking after his extensive interests in relation to mail and military contracts.

Col. Tilford, Capt. Greene, Lieut. Brennan, Lieut. English, and Fred Girard, of Fort A. Lincoln, were in the city Tuesday.

O. B. Judd, the piano tuner from Green river, was in the city Wednesday filling the orders left for him in that line at F. J. Call's.

Mr. H. Whitley, of the firm of Whitley &amp; Clock, is east after a large stock of goods for the new brick store they will shortly occupy.

Julius H. Kusel arrived last Wednesday and registered at the Merchants. He accepts a clerkship with Sig Hanauer, the one-price clothier.

A. H. Bell and A. J. Reynolds, Chicago, A. E. Bates and wife, Gladstone, and Mrs. Buck, Anoka, Minn., arrived at the Sheridan last Monday.

Judge Brookings, democratic nominee for delegate to congress from Dakota, will arrive Monday night and speak on the political questions.

Ed. Cummings, of St. Paul, who brought the first stock of goods into Bismarck in 1872, was in the city Saturday to witness the bridge test.

O'Neil, of Fargo, and Jerry Duane, of Bismarck, have bought out the famous "Gold Mine" at Fargo and will always be glad to welcome their old friends.

C. B. Williams, Chicago; T. S. McGraw, Detroit; D. H. Day, Miles City; E. M. Waterbury, Chicago; H. H. Key, New York, and E. M. Land, Chicago, are at the Sheridan.

B. Calvert, Austin, Tex.; Wm. Campbell, Fremont, Ohio; F. M. Howell, Grand Forks, D. T.; G. A. Ament, Ypsilanti, Mich.; J. A. Ament, Seattle, Wash., are at the Merchants.

Mr. Packard, post-trader at Fort Meade, is in the city. He was with Marshall, Field &amp; Co. and their predecessors in Chicago seventeen years but takes to Dakota naturally.

Mr. L. Marsh met with an accident yesterday that came near being serious. He hitched up his colt with one belonging to White to see how they would drive. They started off first rate, and for the high street crossing on Fifth street, Marsh would probably have now owned the White nag as he had designs upon the animal. It seems that he was driving fast, and the wagon struck the crossing with such force that the whippetree was broken. The pole dropped to the ground and the wagon tipped over, throwing Mr. Marsh to the ground with such force that he was insensible for some time. The team ran away and Mr. Marsh was conveyed to his residence, having been considerably shaken up.

Capt. Josiah Chace returned last Monday from Fort Leavenworth where he has been attending the shooting tournament. He stopped off at Tappan, however, to spend a day with the Worcester hunting party.

Miles City Press: "Joe Oliver and his wife Marrie Dearing, left on the train this afternoon for Bismarck. Liberal indents have been offered them to return after finishing their engagement at that point."

Fargo Republican: Postal Clerk Howell, of the Bismarck and Miles City route, passed through the city last night for St. Paul, where he goes to show the cards, or in post office parlance to "go through the sweat box."

Dr. W. A. Bentley returned last Tuesday from his extended trip east. He has done much talking for Bismarck and the Missouri about his absence, finding everywhere an anxious crowd of listeners to information about the great northwest.

Rev. Mr. Simmons, the Congregational missionary, is at Mandan and will visit Bismarck before he returns to Fargo.

from the North Pacific evidences, and all the day is the fault of the railroad company." This being the case, the special attention of Division Freight Agent Fulton and General Freight Agent Hannaford is especially called to the fact that a delay in transporting manufactured articles from Fargo to destination is injurious to the credit of the metropolis, and should not be tolerated.

A young man called at the Tribune office Monday, and stated that he was probably the man referred to in Sunday's paper as being brought in by a farmer in a wagon under the influence of "the elegant," and as having fallen out of his carriage, and left the same on the prairie attached to a span of horses belonging to Ostland, the livery stable man. He also stated further that if he was the man referred to there must be some mistake, as he had not partaken of spirits, and was not that kind of a man. The Tribune has no reason to doubt his statement, and if it knew his name would tell him so, but it does not. It seems that the man was simply riding along, when suddenly he fell out of the wagon, which probably ran over stone or a gopher hole. His head struck on the ground with such force that he was left insensible for the time, until a farmer came along and brought him to town. If it had been the editor of the Tribune who met with such an accident, everybody would have said he had hit the bottle.

Mr. J. D. Matheson, of the Billings Post, left a six cornered card on the editor's desk yesterday, emblematic of the six-mile square town with street cars and universities he hauls from. Mr. Matheson has gone east after his family, being satisfied that Billings has a great future.

Joseph Leighton, whose interests are numerous in the northwest, but principally in Miles City, is in the matron of the city. Mr. Leighton will be elected a county commissioner in Custer county next week if the judgment of the citizens of Miles City is as good as the Tribune thinks it is.

Z. Ross and L. Londensberger, from Fremont, O., personal friends of Ex-President Hayes, arrived in the city last Tuesday and are stopping at the Merchants. They have come to see if they can get as good a piece of land and get as much reputation for raising No. 1 hard as Mr. Hayes has.

Chief Engineer Morison of the Bismarck bridge, left Tuesday morning for Blair, Ia., where he is building another bridge across the Missouri river. He will return to Bismarck next March to see the spring-break-up. Assistant Engineer Crosby will have charge of the bridge work here this winter.

The Rev. Dr. Wm. Stewart, of Toronto, writes Rev. Deakard that he will arrive at Bismarck to-night, accompanied by a daughter an only. Rev. Stewart is a prominent Canadian Baptist divine and comes to the northwest partly for pleasure and partly for the purpose of making investments.

The bad news was received yesterday of the death of John Macnider at New Richmond, Wis. Mr. Macnider was a brother of Horace R. Macnider, of this city, and the father of Mrs. Macnider, Robert and William Macnider, the latter at Fort Yates. Robert Macnider left Friday for his father's home and Miss Jessie left yesterday morning.

R. M. Dryden, an old-time Miles City hotel-keeper, died last Friday morning for Blair, Ia., where he will be placed in the Consolidated Silver Mining company of Maiden, M. T. He carries with him letters to prominent stock dealers in New York, and that he will be successful in placing enough stock to work the mine for it is worth the Tribune has no doubt. Mr. Dryden is well known in the northwest and is a man whose word and judgment can be relied upon.

Rev. Dr. J. Weehsler, the J. W. Schiff Rabbi of St. Paul, is in the city accompanied by J. Austrian, of St. Paul, for the purpose of supplying cattle and other necessities to the Jewish refugees located at Painted Woods. There are now thirty families of these people in this country and they promise to make industries and in every respect valuable citizens, and they are well pleased with their location. The Rev. Dr. says one tenth of the suffering of his people in Russia has never been told. Villages of twenty thousand and people have been absolutely destroyed and the people robbed of their substance and men worth one year ago hundreds of thousands of dollars are now working at St. Paul at one dollar and a half a day.

The Fargo Argus speaks of a gentleman now in this city and the guest of Mr. B. D. Wilcox, the banner land agent of the banner railroad, in the banner city. "George Dew, of Toronto, Canadian passenger and ticket agent of the North Pacific railroad, passed through Fargo Friday morning bound for the end of the track on a tour of inspection of the line and the grand country he bounds among the Canadas. His eyes were already bunched up past his hat-rim when he got here, and the probabilities are they will look like buffalo horns by the time he gets back."

Mr. Dew is in Bismarck negotiating to send a large colony here next spring. He is a jolly good fellow and an old friend of Ticket Agent Johnson, now of Fargo, but formerly of Bismarck.

The Fargo Post thinks the Bismarck people have need to be pleased, now that they are so near one of the finest bridge structures in the great northwest. It is a pity Fargo and Moorhead cannot have one, even if not on so large a scale.